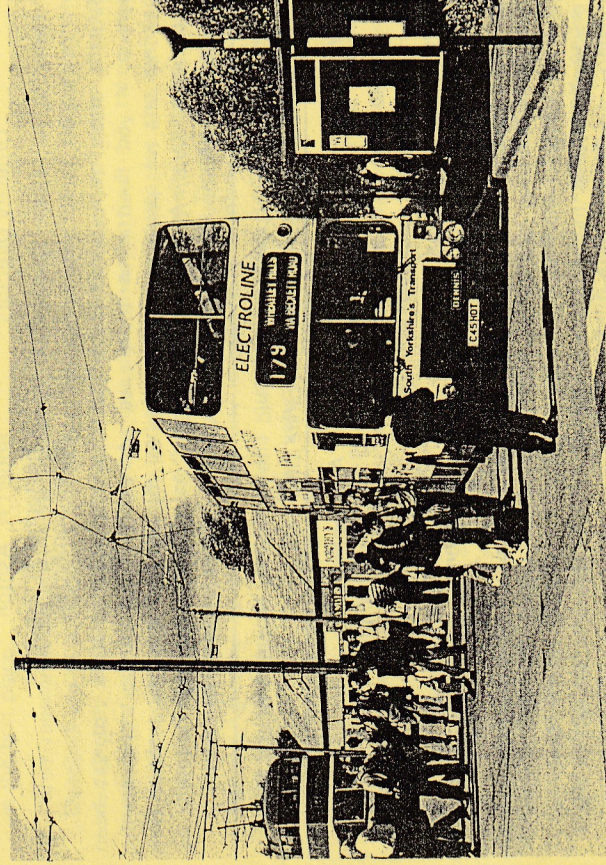


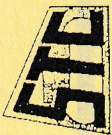
SANDTOFT SCENE

ISSUE No.38

AUTUMN 1997



THE JOURNAL OF SANDTOFT
TRANSPORT CENTRE



Sandtoft Transport Centre Limited

A Company Limited by Guarantee

Registered in England No. 1747475

Registered Charity No. 514382

Registered Office:

The Trolleybus Museum,
Belton Road,
Sandtoft,
Doncaster,
South Yorkshire,
DN8 5SX.

Telephone Information Line:

01724 711391

Payphone number:

01724 711846

Directors:

Chairman:

Francis R. Whitehead

Secretary:

Robert P. Shepherdson

Managing Director:

Kenneth Hulks

Financial Director:

Alan J. Platt

Ordinary Directors:

Robert N. Ashton

Christopher N. Proctor

James Sambrooks

Specific areas of responsibility of Directors for 1997-8 have not yet been agreed: if you need to write, please address correspondence either to the Director who was previously responsible for the relevant area of operation (see a previous *Sandtoft Scene* for details), or to the Managing Director. As necessary, correspondence will be forwarded to the appropriate person.

© Sandtoft Transport Centre Limited The Trolleybus Museum Belton Road
Sandtoft Doncaster South Yorkshire DN8 5SX.

Sandtoft Scene Editor:

D. A. Shepherd,
14, Westend Gardens,
Pollington,
Goole,
East Yorkshire,
DN14 0EZ.

COVER PICTURE: Gathering 1997 in full swing, featuring South Yorkshire no. 2450 loading passengers with crowds behind it photographing resident and visiting Nottingham vehicles in a line-up in front of the "Axholme Stores" building. *Photo by Bob Ashton*

Contributions and comments (for publication or otherwise) are always welcomed by the Editor. Please write to him at the above address.

The content of individual items and articles printed in this publication represent the opinions of the individual contributors; they are not necessarily the opinions or policies of Sandtoft Transport Centre Limited, its Directors or its members.

A MESSAGE TO MEMBERS

All of you who were members in July 1997 will have received a statement from the Board of Directors concerning the suspension, on the grounds of safety, of two Company members pending an inquiry into their conduct. That inquiry duly took place at Sandtoft on 25 October 1997.

In a nutshell, the purpose of the inquiry was to investigate why the two members concerned, despite a request from a Director who was present at the time to not do so, operated ex-London trolleybus no. 1201 under power and with passengers on board when it had not been passed as being mechanically fit to operate and to carry passengers. A number of detailed complaints against the two members and arising from the incident were examined.

The full written findings of the inquiry are too detailed to reproduce here, so we precise the main points: the inquiry accepted the claim that no. 1201 was run in order to test it, but found that it should not have so operated with third parties present and on board; there was also criticism of the lack of formal written procedures within the Company. Whilst the membership suspension of the two concerned, together with their trespass notices and one of a non-member were lifted, the inquiry found that the Company was justified in taking the action it did in the first place.

Three recommendations were made in the inquiry report, all of which the Directors are to act upon. Accordingly, with immediate effect, no person who is not directly involved in the testing of any trolley vehicle may ride on that trolley vehicle whilst it is being tested: disciplinary action will be taken against offenders and accomplices. Secondly, written procedures for the testing and operation of all vehicles and for the general operation of the museum are to be compiled and made available to all relevant personnel. Thirdly, as part of the Vehicle Agreements that the Company is expecting to introduce for all resident vehicles, the owner or nominated guardian of each vehicle is to be made responsible for ensuring that their vehicle is not involved in any breaches of the museum's procedures and rules.

Looking at the knock-on effects of this incident, the Directors are deeply sorry that the events in June necessitated the suspensions, trespass notices and the inquiry. They also regret all the ill feelings that have been generated both on and off the museum site. Hopefully a lot of lessons have been learnt from this incident - ones that will allow the museum to go forward and flourish.

The directors believe that high safety standards do exist at the museum, but of course they rely on the co-operation, good sense and goodwill of all who are involved at the museum. As stated in July, it is the resolve of the Directors to act in the full interests of the Company, the museum and its members and visitors: whilst the museum is a hobby for all concerned to enjoy, it has to be run along professional lines. If that means written procedures and rules, then so be it. Input by members into the compilation of these procedures and rules is invited: if you can contribute or if you believe you should be consulted about any aspect of this, write to Francis Whitehead, who is to co-ordinate this mammoth task.

AN APOLOGY for the late appearance of this edition caused initially by the employment commitments of firstly the Editor and then the printer/ dispatcher, and later by the need to change some of the content and layout as a result of the inquiry and the AGM, with some of the original content outdated and therefore inappropriate for late publication. Even so, some contributions, particularly the Site Report, still contain "dated" references which are difficult to alter. We expect the next *Sandtoft Scene* to appear early in the New Year - there is just time for you to send in your contributions (comments, features, articles, letters etc.) for publication.

DRIVING OF VEHICLES:

Pending further consideration of the legal and safety issues involved, it has been decided by the Board of Directors that vehicles may only be driven on the museum premises by persons holding, as a minimum, a full current UK car driving licence (or with the individual agreement of the Secretary, an EC equivalent); for trolley vehicles, (unless individually authorised by the Secretary) it is additionally necessary for drivers to hold a current and relevant Company-issued trolley vehicle driving permit. Disciplinary action may be taken against any person suspected/ found to be in breach of, or inciting persons to breach, this rule.

VACANCY FOR A DIRECTOR:

Following the AGM on 15 November 1997, and as a result of no nominations having been received by the due date prior to the AGM to fill the vacancy caused by the resignation of Michael Barratt, the Board is presently one member under its maximum size of eight, as permitted by the Company's Articles of Association. The Board does have the power to co-opt a member to fill this vacancy, such an appointment being only until the next AGM. The Directors consider that, on this occasion, the fairest way of making this appointment is to invite nominations and then hold a postal ballot.

Consequently, nominations are invited for the post of Ordinary Director: nominees should be current members of the Company, and should be proposed and seconded by Company members; nominations should be sent to the Secretary on the enclosed nomination form and should also be accompanied by a short paragraph (no more than 60 words) outlining what contributions the nominee would seek to make to the running of the Company's affairs and a background to the nominee's interest in the museum. The latest date for the receipt of nominations is 20 December 1997.

Eligible nominations, along with the related "manifestos", will be circulated to members and a postal vote conducted: the Board anticipates it will co-opt the new director based on the numbers of votes received at its next full meeting, scheduled for 31 January 1998. Full details of the postal vote, including arrangements for the count, will be given when votes are invited.

MUSEUM FUTURE DEVELOPMENT POLICY:

So far only about 15% of members have sent in their comments on possible future developments: have you sent yours? Surely the remaining 85% of our members have some sort of opinion on the museum's future! Please return questionnaires to Francis Whitehead as soon as possible, and if you have lost your copy, ask for a replacement.

VEHICLE NEWS from the Board

Because of an increasing amount of negative and often factually inaccurate publicity being circulated concerning vehicles at Sandtoft, the Board of Directors has decided that in future any Board decisions or other related matters regarding vehicles resident at Sandtoft will be relayed to members via *Sandtoft Scene*. The following items should bring members up to date with recent events.

Bradford 713, Rotherham 37 & Cardiff 243

All three of these trolleybuses were considered to be visually unacceptable, particularly as they had to be stored outside and in full view of the visiting public. A number of requests to the respective owners for improvements to be carried out, particularly to their external appearance were not responded to, so all were asked to leave the museum no later than 20 July 1997. Rotherham 37 left Sandtoft four days late, on 24 July 1997, for storage in a local operator's yard. Both Cardiff 243 & Bradford 713 were given extensions of two and three months respectively at the request of their owners whilst arrangements were made for finding and transporting their vehicles to new homes. Cardiff 243 was collected by low-loader from Sandtoft by the Cardiff Trolleybus Project on 31 July and is destined for a new future in South Wales. The future plans for Bradford 713 are not yet known.

Bradford 743, 845, 846 & 847, and Teesside 2

Lack of significant progress on these vehicles has resulted in the Board serving one year's notice on their respective owners for them to leave the museum. Significant improvements in the external condition of the ex-Bradford vehicles and progress towards getting the Teesside vehicle operable, made before the April 1998 deadline will lead to a review of the notices.

Liège 425

Following the support of the members present at the 1985 AGM for the Company to retain ownership of this venerable vehicle, negotiations have taken place with GTF (Groupeement Belge pour le Promotion et l'Exploitation Touristique du Transport Ferroviaire) of Embourg, Belgium for the repatriation of no.425 under a long-term loan agreement; discussions are now at an advanced stage. To assist GTF with the project it is intended that an examination of the vehicle will be undertaken prior to it leaving. Sandtoft.

Huddersfield 541, Nottingham 367, Reading 193 & St. Helens 387

All four of these trolleybuses received disappointing scores during the most recent assessment for depot spaces and their owners have been advised accordingly. None of these vehicles have lost their depot spaces as a consequence of this assessment.

Eastbourne 69

This AEC Regent Mk.V, a regular performer for the museum at the Gathering and Trolleydays over the last couple of years has been accepted as a permanent resident and has been allocated the depot space vacated by London 1201's departure.

Nuffield Tractor WSY 831

Owned and restored by Ian and Alison Wilson, it is to be stored free of charge at Sandtoft in return for it undertaking some of the duties previously carried out by the grey Ferguson tractor which has been disposed of. It is not for

uncontrolled use, however, and a list of authorised drivers has been drawn up. For further information, contact Ian or Allison.

London 1201

As mentioned in the previous *Sandtoft Scene*, the London Trolleybus Preservation Society regrettably decided not to accept our offer to keep no.1201 at Sandtoft upon expiry of its 10 year loan agreement on 29 April 1997. (no.1201 would have remained at Sandtoft on the same terms as most of the other Sandtoft residents.) The LTPS advised the board that it would be arranging for no.1201's prompt removal. In mid-May, and without any explanation or request being made for an extension to its stay, no.1201 was still at Sandtoft and this unfortunately coincided with the allocation of its depot space to another vehicle (this change having been decided some three months earlier when the LTPS had stated their intention to take no.1201 back). Upon seeking clarification from LTPS as to why it was still at Sandtoft, a further date of 26 May was given when no.1201 would be collected from the museum, the delay being whilst essential repair work to a rear axle was carried out. This date also came and went without any sign of a departure being imminent, indeed, no.1201 was electrically tested and was run at Sandtoft on 13 June; the LTPS were asked to arrange the removal of the vehicle pursuant to their earlier decision and agreement and no.1201 eventually left on 10 July 1997 for an undisclosed destination.

Bradford 703 and 758

Following some extensive restoration work and a return to working order, 703 finally qualified for a well-deserved depot space in its own right whilst the owning group's other trolleybus, no.758, had slipped down during the recent depot allocation and struggled to hold on to its existing depot space. Because of the fragile nature of no.758's structure, it was agreed by the Board that it should remain in the depot for the immediate future whilst 703 would be given permission to use, on a temporary basis, any spare depot space that become available: currently this is Douglas 63's space, which is vacant whilst it is away being restored.

Preston Towing Wagon

Looking extremely battle-scarred and neglected, this essential museum workhorse is to receive some serious bodywork attention at last. In addition, security measures are to be fitted in the cab which will restrict drivers to those authorised to use it.

Dodge van WAL198Y

A recent arrival on loan from Harlite Installations, this van is equipped with a hydraulic inspection bucket. Already having proved its usefulness in supporting above-ground maintenance, it is a very welcome addition to the Sandtoft ancillary fleet. Driving / use is restricted to authorised and trained personnel - contact Steve Harrison for details.

THE POINTS SYSTEM by Jim Sambrooks

Originally, undercover storage at Sandtoft was allocated on a first come, first served basis: each new arrival was placed on a waiting list, and was moved up as others left, or the depot was extended, until their turn came to move inside.

This worked reasonably well, a non-preserved vehicle was accepted for storage and duly moved inside in its turn. Then a preserved trolleybus arrived and soon became a runner but it only had outside storage and was well down the waiting list. The committee as it was then had to decide whether to continue to store inside a non-preserved vehicle which had duly earned its place on the waiting list, or whether to allow a preserved trolleybus to jump the queue, pushing the other vehicle out. But it wasn't quite that simple, other deserving vehicles were parked outside while some of those in the depot were considered to perhaps be less so.

A system was devised whereby each vehicle would receive points in a number of categories and, in theory, those with the highest number of points would be offered undercover accommodation. Of course opinions differed on how this should be achieved and many hours of consultation took place before a points scheme was agreed upon. Further fine tuning of the scheme has taken place since and the system used this year is explained below.

POINTS SYSTEM (maximum 100 points)

1/ The age of vehicle is obviously important, the older the vehicle, the higher the score.

AGE OF CHASSIS OR BODY

Prior to 1940	20
1941-50	16
1951-60	12
1961-70	8
1971-80	4
1981-Onwards	0

2/ Condition, we believe that visitors like to look at complete vehicles, restored or in respectable condition, obviously this can't always be achieved, hence the bonus points below.

CONDITION

Fully restored and operational	20
Partially restored, complete and operational	15
As withdrawn, clean, complete and operational	13
Fully restored and static	11
Partially restored, complete and static	9
As withdrawn, complete but static	7
Incomplete due to restoration in progress during current year	5
Generally sound, but dirty, incomplete and static	3
Completely derelict	0

3/ The structure of the frame is considered as some materials weather better than others.

STRUCTURE

Exposed timber, or steel panelling	10
Timber frame	9
Steel frame	6
Aluminium frame	3

4/ Two categories cover duplication of exhibits, the sole survivor of a type or fleet has to be more important than one of many. We have to think of our visitors, ask yourself if you were visiting a museum, would you like to see rows of the same items or a variety of exhibits?, hence the two categories for duplication.

UNIQUENESS - CONSTRUCTION

Unique chassis and/or body make in UK 10
 Unique chassis and body make at STC 9
 Unique chassis or body make at STC 8
 Unique chassis marque and body style at STC 6
 Unique chassis marque or body style at STC 4
 Same chassis and similar body style exists at STC 2
 Other vehicles of same batch at STC 0

UNIQUENESS - FLEET

Only vehicle of fleet to exist 10
 Only vehicle of fleet at STC 8
 Only vehicle at STC in a particular livery 6
 Two vehicles of fleet at STC 4
 Three vehicles of fleet at STC 2
 More than three vehicles of fleet at STC 0

5/ Bonus points are given to vehicles that work for the museum carrying passengers on open days, also to those undergoing restoration.

BONUS POINTS

Regularly available for museum purposes during year 20
 Undergoing rapid restoration 15
 Undergoing occasional restoration 10
 Small amount of restoration only 5
 Motor show exhibit, solid tyres, chain drive, unique engine etc 2

6/ Owners contribution to the museum caused much debate, this was included on the grounds that whilst an owner or group were working for the museum they do not have as much time to spend on their vehicle which could otherwise lose points.

OWNERS CONTRIBUTION TO MUSEUM

Owner/group working regularly for museum 10
 Owner/group working occasionally for museum 5
 Rare assistance (e.g. Gathering only) 1
 No participation. 0

BONUS POINTS MAY BE ALLOCATED IN MORE THAN ONE CATEGORY

For the last two years the scheme has been marked by three assessors working independantly, Vehicles and Exhibits Manager Ian Wilson, Andrew Fieldsend who has always taken an interest in the subject and spends enough time at Sandtoft to know what is going on and myself (Jim Sambrooks) as Vehicles Director. All three scores are added together to provide a final total of points.

Recommendations are then made to the board which makes the final decision as to which vehicles receive undercover accommodation and which remain outside.

The Points System, more than any other single matter at the museum, seems to be the cause of a certain amount of disquiet and discontent. It is not, however, set in stone. Now that you can see how it has worked in recent years, would you like to see it changed - and how? Whilst the Board are not looking for work, they do recognise that depot space allocation requires some very difficult decisions to be made at times, so a modified points system that eases the decision-making and reduces criticism would be welcomed. Constructive comments please to Francis Whitehead.

PUBLICITY REPORT compiled by Bob Ashton.

Already we are now having to place bookings for the 1998 advertising. The open days have been listed for 1998 but I must emphasise that unlike most other years when it has been easy to keep the open days the same as the previous year, in 1998 several new events are still being finalised. There are now certain reservations about operating the railway on the "Trolley Only" Sundays in July and early August. To operate the railway using steam means the day starting at 7 a.m. to assemble the carriage stock and prepare the engine ready for steaming, especially as the museum now opens at the earlier time of 11 a.m. It may be that our 1998 publicity leaflets will have to be delayed. We do have an advance 1998 publicity leaflet that was published in the Gathering '97 programme, but dates or events may now be subject to alterations or additional events.

My two year term of office as Director of Publicity ended at the AGM in November. I have certainly enjoyed some of the last two years. It has been my responsibility to attend the Tourist Board meetings, leaflet swaps and trade exhibitions. This has enabled our museum's name to be better known to representatives from other museums and attractions as well as most importantly to the officials from the Tourist Boards. I would like to thank the members who have recently given me some valuable and appreciated help. On the downside there have been the letters from advertisers threatening to take me personally to court just because a bill was still unpaid by one day beyond the period they give (another has arrived today from Yorkshire Newspapers). As with everything you undertake in life I too have had my fair share of armchair critics too during these last two years!

DOES THIS AFFECT YOU ????

We learn from Historic Commercial News (August 1997 edition) that the Federation of British Commercial Vehicle Clubs is advising its members of the following information which may be important to vehicle owners at Sandtoft:

As from 1 January 1998 it will become legally binding for a vehicle owner to notify the DVLA if he or she owns a vehicle that is off the road and is untaxed. This will become known as Statutory Off-Road Notification (SORN). Our members need to be aware of this requirement, which we are sure will become widely publicised in due course and is likely to attract a fine if the procedure is ignored.

Sandtoft Transport Centre Limited is endeavouring to find out more about this and will advise members of what further information it uncovers.

SITE REPORT (Formally "From the Lecture Theatre")

This report now covers the many different aspects of the museum site.

Key to reports :- (BA) = Bob Ashton, (MH) = Martin Hulks, (NH) = Neil Hulks

It is now reaching the end of the '97 Sandtoft season and to ensure that the museum is able to operate smoothly next year many essential jobs are being carried out in the closed season. These tasks are being completed alongside the site maintenance work that is already in progress. (NH)

LECTURE THEATRE

In readiness for the extensive refurbishment that this building will undergo, the roof will be swept clear of pebbles, new 'flashband' will be applied to areas of the roof that need it, then the whole roof will be painted with Bitumen paint and finally pebbles will be re-applied. This will protect the building for a further 5-7 years. (NH)

In the last issue of the Scene I reported a start had been made on the repainting of the exterior. This has now halted due to as ever the time factor, as other projects needed attention. However that has not stopped new plans for the interior of the Lecture Theatre being drawn up to transform the Lecture Theatre into having an interior with a cinema type atmosphere. Already many of you will have seen the new seating that has been installed in the projection area. The original seating that had been kindly donated by Peter Swift has been replaced by seats from "The Doncaster Little Theatre". The STC site maintenance team collected the seats on Sunday 11th May from Doncaster and on the same day fitted them into the Lecture Theatre. By the 14th the new floor panels and edging strips had been painted.

On Tuesday 15th July a 1970 Gulbransen Palace Electronic Organ was collected from Middleton Leeds. The organ had been originally installed at the Floral Hall Homsea. To collect the organ from Leeds entailed removing three doors in the house and tipping the organ on its side. This was something that was later to be blamed for some problems that were to occur when the organ was plugged into the mains supply in the Lecture Theatre. When first switched on, the most appalling crackles came from the organ's loudspeakers. However it was soon found that this was an intermittent fault that would disappear with some tapping at the front of the organ. The organ was removed from the Lecture Theatre being taken away by an electronic musical instrument repairer from Brigg near Scunthorpe for repair. The organ was returned on the Saturday of the Gathering weekend with the problem solved. Some other minor faults had also been corrected. The organ has now been demonstrated on most of the open days since. At present the organ is located to the rear of the Lecture Theatre where the model tramway was situated. Incidentally the "Last Tram" model of Leeds tram no. 180 ran on 27th June when the power was switched off by the control unit for the last time. The overhead wires were then cut down, the traction poles removed and finally the track was lifted. So ends an era of tramway operation at Sandtoft. It is eventually hoped to rebuild the layout in the Sheffield 419 trambody windows. (BA)

At 5.00 p.m. on "Yorkshire Day" (October 19th), the Sandtoft Transport Centre's Lecture Theatre will close its doors for the last time. After 12 years the Lecture Theatre will bow out gracefully at ten minutes to five, with a short piece of music on the organ followed by the National Anthem. After October 20th the conversion process will begin, although some of the interior will have already been painted prior

to this, the building is being converted into a cinema, circa 1955. Some members may have already heard the organ, which will feature in the new cinema. All the trolleybus information will be removed and re-assembled in the "Axholme Stores" building next to the Lecture Theatre. The Lecture Theatre building will be totally stripped bare, except the seating (from The Little Theatre Doncaster) which will remain in its present position. Although the first row of existing seating is to be removed to allow for the building of a stage. The original plan was to remove all the seating to face the opposite direction, but this plan is now unlikely to go ahead because of the difficulties it would cause projecting to opposite ends of the room. The organ is to be moved to the front of the building where the television is now situated. The television is to be relocated next to the fire door or back room door. The musical entertainment's display is to be removed into the "Axholme Stores", the only part of this display to remain in the Lecture Theatre will be the 1920's Gramophone which will make an added attraction in the new cinema. The Gramophone may also provide musical accompaniment in case the Resident Organist is required at Blackpool Tower! The exterior of the Lecture Theatre will remain the same although a sign will be placed on the outside of the building advertising the "Ritz Sandtoft". The information desk will remain the same and will still contain the Public Address System. The major change will be where the present children's drawing area is now situated. This will become the Ritz Sandtoft's foyer. This foyer will contain some displays about cinemas, organists & some information on film stars of the 1950's. Also contained in the foyer will be a small kiosk, which is a mock up of a cinema admission booth. Hopefully if funds allow we may be able to purchase a figure to sit in the kiosk in a authentic cinema outfit.

The present telephone display area will be adapted to tell the history of the cinema. The present trolleybus overhead fittings display will be removed being replaced by a display on projection equipment and cinema artefacts.

The Lecture Theatre will re-open it's doors in April next year as the Ritz Sandtoft, and the same closing sequence will be performed, a short piece on the organ followed by the National Anthem. The new "Ritz Sandtoft" will be officially opened on the "Whit Gala Day" (25th May 1998) by either David Owe a famous Theatre Organist or a member of the management team of the Odeon Doncaster, or maybe both! If any members have any cinema artefacts that they feel they may be of some use to us as display items please don't hesitate to contact myself (Martin Hulks or Bob Ashton). (MH)

AXHOLME STORES

The progress to fit this new building out is moving forward slowly. The interior walls for the new museum admission/reception desk and sales area are taking shape. Four of the display windows have been dressed. The windows for the Dorothy's shop unit have been set out with a treadle sewing machine, clothing patterns and other items.

The Owen Silver window has a display of clocks including a master control clock from the Wheatley Hills Middle School in Doncaster that was originally installed at the school in 1957. If you have any clocks that you can let us display they would help us to complete this display. Next to this display we have one with typewriters once again a display that would benefit from some further items, old stationary equipment would be welcomed including typewriter ribbons, etc. The W.J. Evans shop window has been set with a display of cameras from the Lecture Theatre. Further along in the first of the two double windows now has a display of television sets, radios, a radio-gram and other electrical items. These have been transferred from the display in the Lecture Theatre, plus other items that have been in store for

some years. The remaining double window has yet to be allocated a theme. One possibility is for a hardware window or a fashion window so this is where we ask if you could help by looking out for suitable items that could be used. The interior of this section of the Axholme Stores is temporarily being used for the storage of seats, display cases and site maintenance equipment. Other storage facilities are being sought at the rear of the site near to the STC caravan. The Axholme Stores building although not having been brought into its intended use as yet (the section near to the miniature railway station) has seen some temporary use. At the Gathering event this section was used as a control point, after which it was used as the venue for a Board Meeting. More recently it has been used to provide refreshments on open days. It has been very pleasing to see visitors sitting at the tables provided taking shelter from the rain enjoying a cup of tea (the last few open days have been rain soaked). (BA)

The main building has now received its second coat of cream undercoat and all but one of the shop signs have been put in place, which certainly enhances the look of the building and adds an extra dimension to the museum. The final sign "Axholme Stores" should be in place by Yorkshire Day. (NH)

DEPOT

The wooden doors at the end of the depot have been sanded down and repainted in Sandtoft's new 'corporate' red, they have also had numbers applied to the doors in white, they significantly improve the look of this deteriorating building. The drains above the depot were looked at recently and they were found to contain a very advanced state of vegetation (a species of dinosaur thought to be extinct has been discovered in them). This has led Ken Hulks and myself to start cleaning them and thus free the water flow, which in time will relieve the pressure on the other door drains. Also any cracks and joints have been sealed and made water-tight. (NH)

TRACTION POLES

Due to the extremely scruffy condition of the majority of the poles around the museum site a programme has been restarted to repaint the poles as and when finances are available. Excluding the two traction poles that were repainted next to the engine shed in 1996, six poles were repainted prior to the '97 Gathering event near to the Axholme Stores. Another six have been earmarked for repainting when the museum closes. The ones already painted make photos taken around them look much better. (NH)

SANDTOFT MINIATURE RAILWAY

The railway has so far been operating on all of the museum's operating days using the steam engine. The Multi-ride tickets mentioned in the last Sandtoft Scene have now been withdrawn with the introduction of a new system which with the museum's admission charge allows the visitor to have the first ride on the railway included. The train ride then consisted of two journeys around the circuit with a stop at Haxey-Halt station for the passengers to visit the Exhibition Area in the engine and carriage shed. At the end of the day the SMR presents the cloakroom tickets to the Trolleyshop manager. These are then counted up for the railway to receive 50p for the adult tickets and 30p for the child tickets. There are possibly some minor alterations to be made to allow for seniors and other concessions. With the introduction of this system we are now very rarely hearing visitors complaining about value for money as regards the museum's admission charge. The only charge on the railway is now for extra rides. (BA)

S.M.R. Whit Gala Day.

The Whit Gala Day event was being organised at the time the last 'Sandtoft Scene' was being issued. The day was the first special event organised specifically by the Sandtoft Miniature Railway. The preparation of any event is always a long haul for any events organiser and his colleagues. The marquee arrived first on the Saturday prior to the event, this was utilised on the Sunday open day to provide refreshments to the public. The Sunday night was also a busy one for the three S.M.R. members who remained on site overnight, the task was to prepare two carriages for special train duties the following day, this was a bigger task than we first estimated. We did finally get to bed around 1.30 a.m. Although that night there was one scared visitor on site, who when going from his caravan to the toilet block was quite surprised to see two carriages heading towards him at midnight in total darkness! Finally the Monday of the event arrived, the first job was to set up the railway, all carriages have to be checked prior to being placed in public service. The carriages and locomotives have also to be arranged in their order for running during the day. The next job is to steam the steam locomotive, not a lengthy task but one that requires all your attention, fortunately I was assisted by another S.M.R. member who was able to take over. The craft stall holders were now beginning to arrive and set up in the marquee, also some of the vintage cars were also beginning to arrive. The opening time was now fast approaching. We opened the site at 11.00 a.m. During the day there were many extra attractions including the majorettes, these majorettes were definitely something special as they paraded around the site just after dinner and were a massive success, they certainly turned a few heads! Although next year we are going to have to turn off the trolleybus power supply to ensure that if a baton was to hit the overhead wire we would not have an added fireworks display! The official opening of the S.M.R. Engine and carriage Shed took place during the afternoon.

The opening was carried out by Mr. Craddock the manager of Ibstock Building Supplies at Belton who had helped the railway by arranging for the donation of 3000 bricks and another 3000 at a cost price. Also on "Whit Gala Day" there was an extra free bus service from Doncaster at 12.30 p.m. which was well used, I would like to thank Ken Hulks for the loan of his fine vehicle for use during the day and his fantastic help in the organisation of the day. Also my thanks must go to all of the members of the S.T.C. & S.M.R. who helped so much to make it such a successful event. A special thanks must go to Rose Hawksworth who kept some rowdy youngsters in check on the jumping castle, none of them daring to argue back!(MH)

Extra Wednesday S.M.R. Open Days 20th & 27th August.

In August the S.M.R. opened the railway on the last two Wednesdays, with a special admission price of just £2.00 The days were a great success for the railway with around 180 people coming through the gates. Unfortunately the weather of the second Wednesday was not very good so visitor numbers were down. The visitors particularly enjoyed the two free Isle of Axholme motorbus tours provided, also they seemed to enjoy the steam and electric train rides which were unlimited all day. The S.M.R. provided the refreshments, a tombola and a jumble sale were all received by the visitors. All the proceeds raised from the these two open days as well as the 'Whit Gala Day' are to go to the S.M.R. track fund, as in the next couple of years the railway needs all of its track replacing to a standard that will enable us to be able to invite more visiting locomotives whilst allowing for the standard of the track to be raised. Many visitors said they thought that the museum should open up on days such as the August Wednesdays as it provided an added attraction in the local area. Sandtoft is a trolleybus museum but the trains are just as much an

attraction as the trolleybuses. The museum site could be opened for more occasions of this type, I believe that we need to broaden our appeal to everyone, after all most younger parents cannot even remember what the trolleybus is. So by broadening our appeal with different events and attractions we also attract people to come back and find out what a trolleybus is! Overall both the Wednesday events were a great success and hopefully they will be repeated next year. (MH)

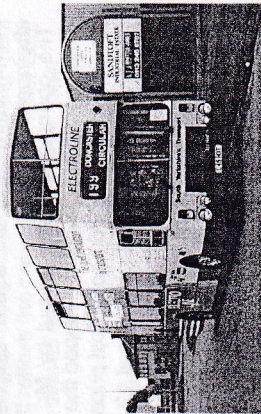
ROADWAYS AND PAVING

All slabbing next to the Axholme Stores has been completed and is a credit to all involved, especially in the weathers that this was carried out. Further slabbing is to be laid around the children's playground and the Trolleyshop in order to enhance the area for visitors, this will start when finances are available. (NH)

The area around the Axholme Stores has vastly improved. The first major section of roadway has been repaired as part of the scheme to widen and pave the area in front of the Axholme Stores. Whilst the area has vastly improved it still has to be swept and already it has been found that the paving slabs around the Axholme Stores are difficult to sweep. Those used for the path leading to the toilets are a newer type being smoother and easier to sweep. As for the roadways it is still down to the few to tackle these jobs, I am afraid that unless more members are prepared to lend a hand to this task (that goes for the many other site jobs) we will not be able to keep the appearance of Sandtoft presentable for the visitors in the future. (BA)

2450 escapes.

On Sunday the 31st of August 1997 South Yorkshire 2450 (The Electroline) now fully licensed for the road made it's way out of the museum gates under it's own power, for the first of a series of road trials to determine the practicality of it being able to attend rallies and events at other locations. I believe this is only the second occasion a trolleybus has travelled under power on British roads since the closure of the Bradford system in 1972. The previous occasion being in 1985, when a trolleybus from Nancy in France, was brought to Britain for an electric public transport conference that was held at Blackpool. That is of course unless you know different? More next issue.



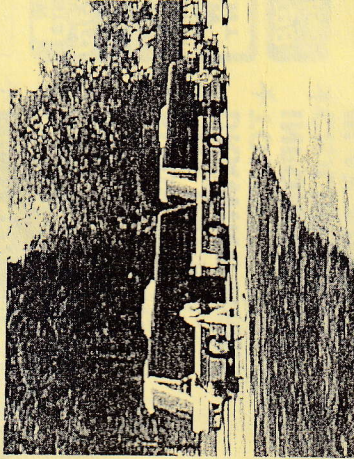
Taking the plunge at Niagara Falls, by Dave Shepherd.

Fathers Day saw our intrepid editor plus fiancée Sylvia (Sandtoft's 1st lady trolleybus driver) and the children on board an Air Transat 757 for the ten hour flight across the Atlantic bound for Toronto. The highlight of the trip was an invitation to visit the flightdeck, our Captain was very helpful and with the aid of a map explained our flight path for us pointing out various landmarks we should be able to see if the cloud cleared below us. I suppose it is a bit like driving a bus just that you get to go to some far more interesting places and the instrument panel even puts the Electroline to shame.

Toronto proved to be a disappointment from the trolleybus point of view as no trace of the system appears to remain, we were however treated to the sight of several tramcars hard at work plying their trade and came across areas where the track was

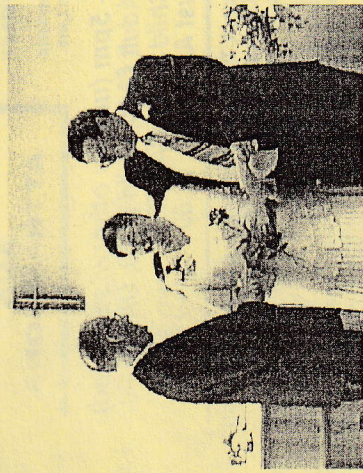
being replaced, (Sheffield you are not alone).

Several days trying to work our way through the Ontario legal system came to fruition when we finally obtained the necessary marriage licence on the 24th, just in time to meet our planned date of the 26th. We arrived in Niagara Falls on the 25th and after booking in to our hotel we departed with our Canadian hosts to explore the town. Lunch in the "Table Rock" restaurant provided us with spectacular views of the falls and of the "Maid of the Mist" boats battling their way against the currents and clouds of spray at the base of the falls. After lunch we tried the ride on the "Maid of the Mist" for ourselves, despite the free souvenir plastic mac we still all got absolutely soaking wet, although in the quite high ambient temperature this was not as unpleasant an experience as it may seem.



We did see a couple of Routemasters providing scenic tours up to the national park, several postcards showed RT's also providing a similar service however these were not in evidence during our stay. Although the star of the show had to be the parks commission "People Movers" approximately 45 seats of air conditioned luxury towing a second identical saloon built onto a four wheeled drawbar trailer. I did try to find out who I had to bribe to try driving one, but to no avail. June 26th the big day had finally arrived. The morning was spent buying flowers and selecting suitable locations for photographs in the Niagara national park. After all the weeks of planning our twenty minute marriage ceremony in the "Little Wedding Chapel" almost seemed too short and simple, then it was off to the park to take our photographs in brilliant sunshine under a cloudless sky, so bright in fact it was difficult to set the cameras to handle the intensity of the light. Evening saw us take a celebration dinner in the revolving restaurant at the top of the sky-lon tower. The following day we travelled into the USA staying at Alexandria bay in the thousand islands region. Fresh "Main" lobster was just one of the delights to sample in the local restaurants.

The all you can eat dinner cruise aboard one of "Uncle Sam's River Boats" is an experience not to be missed, slices of steak cooked to perfection cut thick enough to sole your boots with and enough roast chicken to provide the average family's Sunday dinner, served with all the trimmings before relaxing on the top deck in the open air listening to the musician and watching the myriad of tiny islands slip past our boat as evening turned into sunset. Our return journey to Toronto was via Montreal visiting the Canada day (1st July) celebrations on the banks of the St. Lawrence river. Only one real problem Sylvia quite stubbornly refused to get in the barrel at Niagara, I can't think why?



return journey to Toronto was via Montreal visiting the Canada day (1st July) celebrations on the banks of the St. Lawrence river. Only one real problem Sylvia quite stubbornly refused to get in the barrel at Niagara, I can't think why?



SANDTOFT TRANSPORT CENTRE LTD.

1998 EVENTS DIARY FOR MEMBERS

EASTER Sunday & Monday

APRIL 12th/13th

MAY DAY HOLIDAY

MAY 3rd/4th Sunday & Monday.

MAY BANK HOLIDAY

**NEW
EVENTS**

Auto Jumble Sale Saturday 23rd

Model Show Sunday 24th

WHIT *Spells* DAY Monday 25th

JUNE 14th Sunday. "FATHER'S DAY"

LINGOLNSHIRE GALA

**NEW
EVENT**

Sunday 28th June

SANDTOFT GATHERING '98

Sunday 26th July, 10 a.m. to 6 p.m.

Trolleybus Only Sundays*

JULY 5th, 12th, 19th

Miniature Railway operating

Take info lines for

other Sundays

AUGUST 2nd, 9th, 16th, 23rd.

SPECIAL RAILWAY DAYS (including motorbus tours)

Wednesdays 19th & 26th AUGUST 12noon-4p.m.

EUROPEAN WEEKEND

**NEW
EVENT**

AUGUST BANK HOLIDAY

Sunday & Monday 30th/31st

SEPTEMBER Sunday 27th

SANTA SPECIAL

**NEW
EVENT**

Sunday 20th December 11am-6pm

*For the latest news of these events or extra events
please ring the 24hr. Telephone Information Line.*

MUSEUM ADMISSION 11am - 5pm (unless otherwise stated)

TROLLEYDAYS :- Family* £9.00, Adult £3.50, Child £1.50, OAP £2.00

GATHERING '97 : Adults £4.50, Child £2.50, OAP £2.50

Railway Events 19th & 26th August All classes £2.00

* Family consists of

2 Adults + 4 Children

FREE bus service from Doncaster : *(Except Trolleybus only days in July/August)

South Bus Station (stand B2) 1.30 p.m., Doncaster Railway Station 1.35 p.m.

Returns to Doncaster from Sandtoft at 4.30 p.m.. Journey time approx. 30minutes.

Information leaflets for major events available 2 months prior to the event, these include a full list of attractions and

Free Doncaster bus service details, are available by writing to and enclosing a S.A.E. :-

Sandtoft Transport Museum, Publicity Department, Sandtoft Transport Centre Ltd., Belton Road, Sandtoft,

Nr. Doncaster, South Yorkshire, DN8 5SX

(Information details as of 27/10/97)

★ **TROLLEYBUS RIDES**

★ **MOTORBUS TOURS**

★ **MINIATURE RAILWAY**

★ **SOUVENIR SHOP**

★ **REFRESHMENTS**

★ **SMALL EXHIBITS**

★ **PICNIC AREAS**

★ **SLIDE SHOWS**

★ **CHILDREN'S-**

DRAWING AREA

★ **TOURIST-**

INFORMATION

★ **CHILDREN'S**

PLAY AREA

★ **AXHOLME STORES -**

STREET SCENE

★ **NEW EVENTS**

**NEW
EVENT**

EUROPEAN WEEKEND

AUGUST BANK HOLIDAY

Sunday & Monday 30th/31st

SANTA SPECIAL

**NEW
EVENT**

Sunday 20th December 11am-6pm

*For the latest news of these events or extra events
please ring the 24hr. Telephone Information Line.*

MUSEUM ADMISSION 11am - 5pm (unless otherwise stated)

TROLLEYDAYS :- Family* £9.00, Adult £3.50, Child £1.50, OAP £2.00

GATHERING '97 : Adults £4.50, Child £2.50, OAP £2.50

Railway Events 19th & 26th August All classes £2.00

* Family consists of

2 Adults + 4 Children

FREE bus service from Doncaster : *(Except Trolleybus only days in July/August)

South Bus Station (stand B2) 1.30 p.m., Doncaster Railway Station 1.35 p.m.

Returns to Doncaster from Sandtoft at 4.30 p.m.. Journey time approx. 30minutes.

Information leaflets for major events available 2 months prior to the event, these include a full list of attractions and

Free Doncaster bus service details, are available by writing to and enclosing a S.A.E. :-

Sandtoft Transport Museum, Publicity Department, Sandtoft Transport Centre Ltd., Belton Road, Sandtoft,

Nr. Doncaster, South Yorkshire, DN8 5SX

(Information details as of 27/10/97)

**PLEASE
COME ALONG
AND HELP
TO STAFF**

**ANY OF
THESE EVENTS**

AND

ATTRACTIONS

**24 Hour Telephone
Information Line**

01724 711391

SANDTOFT TRANSPORT CENTRE LTD., is a Company limited by guarantee (Registered in England No. 1747475)
and is a Registered Charity (no. 514382). S.T.C. reserves the right to alter or cancel any event without notice.